

Port Officials Preparing for Rush of Grain

Heavy Crop Swamps Terminals at Buffalo as Annual Movement to N. Y. Begins; Elevators Ready

I.C.C. Watches Congestion

2,800,000 Bushels Arrived in City Last Week; Railroads and Canal Taxed

The annual rush of grain to New York, which is now starting, is already taxing the facilities of rail and canal carriers. Last week 2,800,000 bushels arrived by the Barge Canal and 2,000,000 bushels by rail. Two lines have about 1,000 cars each on the way to this port. The unusually heavy crop in Canada and the United States this year is resulting in serious congestion at the terminals in Buffalo and is also

reflected at Montreal, which has the best machinery along the Atlantic ports for the movement of grain.

Officials of the Port of New York Authority and the Interstate Commerce Commission have held several meetings to consider the situation. It was decided that the chief purpose of the conference was to devise means of relieving the rail congestion at Buffalo, but attention has also been given to expediting exportation through the port.

Port officials said yesterday that the elevators and terminals here were in condition to accommodate the heavy flow of grain. Elevator dealers have cut down deliveries through the port, with the result that elevators are comparatively empty. The largest movement of grain, however, is expected within the next week or ten days, and it is the desire of local interests to avoid any jams here.

The increase in shipments through New York is due in part to the shipping difficulties in routing grain via Montreal, where the ships awaiting berths are estimated at sixty to ninety.

The troubles of the railroads, it is said, are due not only to the enormous volume of the crop but also to the bad condition of cars and locomotives and to the priority given coal.

It is understood that the port officials and the Interstate Commerce Commission are looking into the reports that the railroads are not giving full cooperation in routing traffic by the Barge Canal, which is not utilized to its capacity.

Foreign Ships Get High-Priced Cargo, Says Chamberlain

Shipping Board Commissioner Asserts U.S. Vessels Stand Small Chance for Export Traffic Overseas

WASHINGTON, Oct. 24.— Legislation that will permit American investors in shipping to earn a reasonable return and enable them to give proper service to foreign trade was advocated by G. E. Chamberlain, Shipping Board commissioner, in a talk today at a luncheon of the City Club. Confidence in our ships, security of investment and widespread distribution of stocks were necessary, he added. He pointed out that foreign vessels got the most valuable cargoes, while American ships had to be content with the less desirable shipping.

In speaking of imports of the United States for the first six months of 1922 he said: "The water-borne imports of the United States for the first six months of 1922 amounted to volume of \$2,219,110 tons of cargoes having an import value of \$1,214,017,491. American vessels carried 12,190,231 long tons having a value of \$414,358,324. This is 16 per cent of the total value of our imports. A larger percentage (55 per cent) of the total of the imports is made up of bulk oil shipments, and the greater proportion of this is carried in American-owned tankers, as oil is a cheap commodity, the percentage of the volume is increased and the percentage of value lowered as compared to the cargoes brought in by foreign vessels."

"The cream of the import trade of the United States is carried in foreign shipping vessels, and the low valued imports, carrying necessarily a low freight rate, are the portion of the vessels under the American flag. This condition is ready to reverse by comparison of the six months' business of vessels under the American flag with Japanese." During the six months of 1922 the total tonnage of imports Great Britain brought in 15.5 per cent of volume and 33.7 per cent of value; France 1 per cent of volume and 6.3 per cent of value; Japan .9 per cent of volume and 8 per cent of value; Holland 1.3 per cent of volume and 3.7 per cent of value, while American vessels brought in 67 per cent of volume, representing 34 per cent of the total value."

Intercoastal Decision Surprise to Ship Owners

Reports from Washington that the Shipping Board will not withdraw the intercoastal service the vessels allotted to the North Atlantic & Western Steamship Company was received with considerable surprise among private ship owners yesterday. The latter expressed the opinion that the board apparently has prejudiced the use of the shipping facilities on before receipt of a report on the subject by Commissioner Chamberlain.

The American Steamship Owners' Association last June requested the board to retire from competition in a field that was reserved by law to American companies. Since that time the board has sent out lengthy questionnaires on all phases of the coastwise service.

M. T. Macdonald, vice-president of the North Atlantic & Western Steamship Company, said: "We regard this as a vindication of our stand, but we have received no official confirmation from the board. About the first of the year we intend to increase our service, though the board probably will not allocate ships in addition to the four we have now."

Maritime Miscellany

At a meeting of East Coast of South America steamship owners yesterday it developed that Wilton Line is not yet ready to sign a contract offering for deposit of cash forfeits of \$2,000 each to maintain rates. Robert A. Krug, for the Kerr Line, will make further attempt to get consent of the Norwegian owners.

M. B. Clausen, formerly advertising manager for the Shipping Board, has renewed his connection with the American Express Company in same capacity.

Standing committee of managing agents is preparing to make an issue of Shipping Reporters' contracts for stevedoring at American ports. Contracts already made at Sabine, Tex.; Mobile, Ala.; Pensacola, Fla., and Gulf Port. Reported similar awards to be made at Portland, Ore., and Gray's Harbor.

American Steamship Owners' Association will hold quarterly meeting at 11 Broadway on November 6.

H. R. Raymond, president of Clyde-Mallory Line, returned to New York yesterday after a tour of Southern ports. Tested Miami as port for Mallory Line.

Officials of United States Navigation Company, agents for Remond-Smith Line, yesterday denied that the company intends establishing service to Java and the Dutch East Indies soon.

Nearly a hundred vessels of all nations at plants of the Todd Shipyards Corporation on the Atlantic, Gulf and Pacific coasts will observe Navy Day, October 27. Shippers will dress vessels. Short talks will be made during noon hour, followed by concerts.

NORFOLK, Va., Oct. 24.— W. H. French Derrick and Wrecking Company completed removing wreckage of steamer Brewster, sunk in James River several months ago.

Preparations for moving cars stored at army base to Poland were worked out by shipping companies, agents for Polish government and Hasler & Co., of Norfolk. Movement will start soon.

Marine Reports

THE TIDES

HIGH WATER
AM. PM.
Low Water
AM. PM.

Sandy Hook.....11:15 A.M. 5:03 P.M.
Governor's Island.....11:55 5:46

Hill Gate.....1:40 7:33 S:33

Wind at Sea To-day

East Gulf—Moderate to fresh northeast wind & fair weather.

West Gulf—Moderate to strong winds, partly overcast weather, probably local to some portion.

Caribbean Sea and Windward Islands—Moderate northeast and east winds, partly overcast, some portion; partly overcast weather and probably rain.

North of Sandy Hook and Sandy Hook to Hatteras—Fresh west and southeast winds and fair weather.

Hatteras to Florida Straits—Fresh northeast winds and fair weather.

Arrived Yesterday

President Adams, London, Oct. 14. Charlebourg, 11:15 A.M. 5:45 P.M. Lines, with 11 cabin, 113 third class pass, mails and mads; Pier 4. Hoboken.

Achimedes (Br.), Manchester, Oct. 15; Star Line, with mads; Pier 4.

President (Br.), Copenhagen, Oct. 12. Christiania, 11:15 A.M. 5:45 P.M. Lines, with 25 cabin, 257 third class pass, mails and mads; Pier 17t. Hoboken.

St. Paulian (Nor.), Pollockville, Sept. 30. Immerman Oct. 13. Stray & Co. with mads; Pier 4. Bklyn.

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